

Attachment B: Delivery of Current Flight Service Functions to be replaced by FFSP

	AFSS	OASIS	DUATS	FFSP
Current Function				
Pre-Flight	X	X	X	X
Flight Plan Filing	X	X	X	X
In-Flight Services	X	X		X
Airport Advisory Services	X	X		X
Special Visual Flight Rules (SVFR) Operations	X	X		X
Enroute Flight Advisory Services (EFAS)	X			X
Emergency Services	X	X		X
Data Entry – Notice to Airmen (NOTAMs), Pilot Weather Report (PIREP), Aviation Route Weather Report (METAR)	X	X		X
Search and Rescue (SAR)	X	X		X
Broadcast Services	X	X		X

1. Automated Flight Service Station (AFSS)

AFSS is a service-based contract with Lockheed Martin Corporation providing a flight service automation system, and contract labor to operate the system for the delivery of flight service within the Contiguous United States (CONUS). The automation system is owned, deployed, and operated by Lockheed Martin. Facilities currently consists of three major Hubs – located in Ashburn, Virginia; Fort Worth, Texas; and Prescott, Arizona – as well as three continuing sites – located in Raleigh-Durham, North Carolina; Princeton, Minnesota; and Miami, Florida. AFSS makes extensive use of the Federal Aviation Administration (FAA) Telecommunications Infrastructure (FTI) and ground /air Remote Communications Outlets (RCOs) to cover the vast geographic expanse of CONUS, Hawaii, and the Caribbean islands.

The following services are provided to the pilot in person, over the phone or radio via AFSS:

- Preflight - Preflight pilot briefing includes the translation, interpretation and summarization of the available weather and aeronautical data for the intended flight for flight planning purposes.
- Flight Plan Filing - The completion, modification and submission of the electronic flight plan. Flight Service Specialist will accept the flight plan information, verify routing and altitude provide additional information, such

as preferred routings and/or altitudes and make any necessary corrections. The Specialist will also ask the pilot if information on hazardous weather is required when conditions warrant. Specialists close flight plans and transmit flight closure messages by pilot request.

- Inflight - Inflight services are provided to aircraft in flight or operating on the airport surface over remote communication outlets (RCOs), i.e. radio, to aid in aeronautical decision making. Services include real time and forecast weather conditions, pertinent aeronautical information including Temporary Flight Restrictions (TFRs), flight planning and movement; delivery of Air Traffic Control (ATC) clearances, advisories or requests, and issuance of military flight advisory messages.
- Remote Airport Advisory - Provided at select airports that have certified automated weather reporting via voice capability. Elements normally provided in an airport advisory are wind direction and speed, altimeter settings (barometric pressure), preferred runway and known traffic. Other elements such as density altitude and braking action are given as appropriate
- SVFR - SVFR operations are authorized in weather conditions less than Visual Flight Rules (VFR) minima for helicopters and fixed wing aircraft only within surface areas and only when requested by the pilot
- EFAS - Provides en route aircraft with timely and pertinent weather data tailored to a specific altitude and route using the most current available sources of aviation meteorological information. EFAS is provided over dedicated frequencies by Flight Service Specialists with additional certification to perform those duties
- Emergency Services - Provided when a pilot or aircraft is in distress. VFR aircraft are normally turned over to control facilities when adequate radar and communication coverage exists. When conditions warrant, Flight Service Specialists are trained to locate aircraft in distress using Very High Frequency (VHF) Omni-directional Range (VOR), Non-directional Beacon (NDB), Time & Distance, or pilotage
- Data Entry – Specialists receive and file NOTAMs with the United States NOTAM System (USNS), including NOTAMs for airports, navigational aids, and obstruction light outages. Flight Service Specialists actively solicit PIREPs during preflight and inflight communications with pilots, especially in periods of low visibility, turbulence, icing, and other serious weather conditions. Specialists assure timely dissemination of PIREP information. Specialists input weather sequences from Certified Weather Observers.
- SAR - SAR is initiated when an aircraft exceeds its expected time of arrival with no flight plan closure, when an aircraft is reported as overdue by a

reliable source, or the pilot cannot be contacted. Flight Service is the central point for collecting and disseminating information on overdue or missing aircraft not on an IFR flight plan.

The following service is only provided to the pilot via automated means:

- Broadcast service – Automated systems record Hazardous Inflight Weather Advisory Service (HIWAS) and Telephone Information Briefing Service (TIBS).

2. Operational and Supportability Implementation System (OASIS)

In Alaska, OASIS is a leased system provided by Harris Corporation. OASIS is operated by FAA Specialists, and first level maintenance is provided by the FAA. Second level engineering is provided by the vendor.

OASIS incorporates automated flight service data handling, flight planning, weather briefings, NOTAMs, Special Use Airspace (SUA), and SAR services. OASIS is currently operational at the FAA's 14 satellite Flight Service Stations (FSSs) and 3 parent FSSs in Alaska.

OASIS provides the data to a FAA specialist. The FAA specialist provides services in person, over the phone or radio. This includes the translation, interpretation and summarization of the available weather and aeronautical data for the intended flight for flight planning purposes.

OASIS provides data to the FAA specialist for the following services:

- Preflight - Preflight pilot briefing includes the translation, interpretation and summarization of the available weather and aeronautical data for the intended flight for flight planning purposes.
- Flight Plan Filing - The completion, modification and submission of the electronic flight plan. Flight Service Specialist will accept the flight plan information, verify routing and altitude provide additional information, such as preferred routings and/or altitudes and make any necessary corrections. The Specialist will also ask the pilot if information on hazardous weather is required when conditions warrant. Specialists close flight plans and transmit flight closure messages by pilot request
- Inflight - Inflight services are provided to aircraft in flight or operating on the airport surface over remote communication outlets (RCOs), i.e. radio, to aid in aeronautical decision making. Services include real time and forecast weather conditions, pertinent aeronautical information including Temporary Flight Restrictions (TFRs), flight planning and movement; delivery of Air Traffic

Control (ATC) clearances, advisories or requests, and issuance of military flight advisory messages.

- Local Airport Advisory - Provided at select airports that have certified automated weather reporting via voice capability. Elements normally provided in an airport advisory are wind direction and speed, altimeter settings (barometric pressure), preferred runway and known traffic. Other elements such as density altitude and braking action are given as appropriate
- SVFR - SVFR operations are authorized in weather conditions less than Visual Flight Rules (VFR) minima for helicopters and fixed wing aircraft only within surface areas and only when requested by the pilot
- Emergency Services - Provided when a pilot or aircraft is in distress. VFR aircraft are normally turned over to control facilities when adequate radar and communication coverage exists. When conditions warrant, Flight Service Specialists are trained to locate aircraft in distress using Very High Frequency (VHF) Omni-directional Range (VOR), Non-directional Beacon (NDB), Time & Distance, or pilotage
- Data Entry – Specialists receive and file NOTAMs with the United States NOTAM System (USNS), including NOTAMs for airports, navigational aids, and obstruction light outages. Flight Service Specialists actively solicit PIREPs during preflight and inflight communications with pilots, especially in periods of low visibility, turbulence, icing, and other serious weather conditions. Specialists assure timely dissemination of PIREP information. Specialists input weather sequences from Certified Weather Observers.
- SAR - SAR is initiated when an aircraft exceeds its expected time of arrival with no flight plan closure, when an aircraft is reported as overdue by a reliable source, or the pilot cannot be contacted. Flight Service is the central point for collecting and disseminating information on overdue or missing aircraft not on an IFR flight plan.
- Broadcast - Specialists record the Automatic Flight Information Service (AFIS) broadcast

The following service is only provided to the pilot via automated means:

- Transcribed Weather Broadcast (TWEB) and Telephone Information Briefing Service (TIBS).

3. Direct User Access Terminal Service (DUATS)

DUATS is a weather information and flight plan processing service that allows pilots to conduct self briefings and obtain flight services without the aid of a Flight Service

Specialist. The FAA contracts for this service include two separate vendors – Data Transformation Corporation (DTC) and Computer Sciences Corporation (CSC) – who each bill the FAA monthly based on the number of transactions with users.

DUATS is internet based, with technical support available via telephone to resolve access issues; however, no operational expertise is offered. Connectivity is provided via the National Airspace Data Interchange Network (NADIN)-II, which interfaces with the Weather Message Switching Center Replacement (WMSCR) system for weather advisories and with air traffic operations for filing flight plans. DUATS provides aviation weather in both textual alphanumeric and color graphical formats. After obtaining an online briefing, aviators can then use DUATS to file, amend, and cancel domestic VFR and Instrument Flight Rules (IFR) flight plans.

The following services are only provided to the pilot via automated means:

- Preflight - Preflight pilot briefing includes the available weather and aeronautical data for the intended flight for flight planning purposes. The pilot is responsible for interpreting the data.
- Flight Plan Filing - The completion and submission of the electronic flight plan to Air Route Traffic Control Center (ARTCC) or Flight Service facilities. Verify routing and provide additional information such as preferred routings.